

Attachment 1

**Draft Meeting Notes
Bicycle and Pedestrian Task Force**

MEETING DATE: June 8, 2017

MEETING LOCATION: CMAP Offices

CALLED TO ORDER: 1:00 p.m.

ATTENDANCE:

TASK FORCE MEMBERS OR ALTERNATES:

Tom Rickert, Kane Co. DOT, Chairman
Emily Karry, LDOT
Lee Ann Prather, IDOT
Katie Knapp, City of Evanston
Pamela Sielski, Cook County Forest Preserve District
Ron Burke, Active Transportation Alliance
Jessica Ortega, DuPage Co. Forest Preserve
Ed Barsotti, Ride Illinois (on phone)
Sidney Kenyon, DuPage DOT
Marla Kindred, IDOT (on phone)
Greg Piland, FHWA
Jason Meter, CTA
Patrick Knapp, Village of Schaumburg
Kevin Staniel, RTA
Steve Mannella, Metra
Allan Mellis, Citizen

ABSENT:

Randy Neufeld, SRAM Corp
Keith Privett, CDOT, Co-Chair
Gin Kilgore, Bike Winter / LIB
Dave Longo, IDNR
Representative, CNT

CMAP STAFF:

John O'Neal
Tom Murtha
Doug Ferguson
Heidy Persaud

OTHERS:

Carrie Haberstich, Village of Skokie

Erik Cook, Village of Skokie
Andrew Letson, Village of Lincolnwood
Jan Hincapie, (formerly) Village of Lincolnwood
Faith Hincapie, Citizen
Luis Uresti, IDOT (intern)
Bob Pilat, Village of Niles
Marty Mueller, Knight E/A Inc.
Brian Pigeon, NWMC
Mike Walczak, NWMC
Erin Ponce, Metra
Cori Crawford, FPDWC
Wendy Leonard, FPDWC
Brian Hacker, RTA
Tomohiko Music, CCDOTH
Brian Lowenberg, RTA (intern)
Maureen Sullivan, RTA (intern)

1.0 Introductions

Members and attendees introduced themselves. The Chair welcomed Emily Karry, who will replace Bruce Christensen as the Lake County representative to the Task Force.

2.0 Approval of the Minutes

No corrections to the minutes were proposed. *Motion was then made and seconded for approval of the meeting notes. The motion was unanimously approved.*

3.0 Pedestrian and Bicycle Project Programming and Policy

3.1 CMAQ FFY 2018-22 / TAP-L 2018-20 Call-for-Projects

CMAQ programming staff (Doug Ferguson) provided the initial project scoring for bicycle projects submitted for consideration in the FFY 2018-2022 CMAQ program and FY2018-2020 TAP program. The scoring and other materials are available at <http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-development>. Mr. Ferguson informed the Task Force that programming staff asks Task Force members to review and provide input on the proposed bicycle facility projects. He stated that a total of 34 bicycle facility project applications had been received, including 2 bike share related projects (from the cities of Chicago and Aurora). He stated that CMAP staff would review the projects as both CMAQ and TAP projects, using the ranking criteria outlined in the program handbook, with which the Task Force is familiar. He stated that he and other programming staff were looking for feedback on the value of projects and any potential issues with projects. Members and attendees representing agencies who had submitted projects described the projects and the benefits those projects might bring. When asked about funding amounts, Mr. Ferguson stated that estimates were tentative and based on past funding levels, with approximately \$28M in TAP

funding over 3 years, and \$205M-\$260M in CMAQ over 5 years. He added that the handout that the Task Force received, which lists all bicycle facility projects and their scores are ranked by the CMAQ Composite Priority Index score. Mr. Manella stated that Metra's bicycle parking expansion project, which involved 20 racks at 17 stations was being reviewed under the "access to transit" project category. When asked, Mr. Ferguson stated that bicycle facility applications totaled \$91M in federal funds. Asked about next steps/timeline, Mr. Ferguson stated that staff program recommendations would be put forth on July 20. The preliminary program would seek approval by the Transportation Committee at their August 4 meeting. A public comment period of one month would follow, and the final program would go to the Board and Policy Committee in September or October.

3.2 Regional Expressway Vision

CMAQ staff (Tom Murtha) introduced a project to develop a multi-jurisdictional vision to guide future capital investments, coordinate transportation operations, and recommend policy and management strategies for the existing expressway system in northeastern Illinois. This project, which just recently got underway, is being led by consultants. The scope includes transit, freight, community impacts, and revenue as key aspects of the expressway vision. After giving an overview of the expressway system, the project purpose and schedule, Mr. Murtha reviewed draft vision goal statements and sought Task Force feedback on these draft goals.

The draft goals, as they currently exist, are divided into three broad areas, with several sub-goals:

Support the region's economy:

- Promote long-term regional economic growth
- Improve truck freight movement
- Make the system financially sustainable

Enhance operations:

- Provide game-changing mass transit improvements
- Prepare for vehicle automation and leverage communications technologies
- Achieve a state of good repair
- Improve safety
- Address the most intractable congestion issues

Manage environmental impacts:

- Improve roadway environmental performance
- Reduce negative impacts on neighborhoods
- Adapt to a changing climate
- Leverage expressway right-of-way for broader needs (such as stormwater management, communications, utilities, and energy production)

Task Force members stated that the goals did not explicitly speak to the need to minimize the impact of the expressway system on travel by bicycle and by foot, and that this should be included. Members asked if the main goal of the study was to 'pave the way' for increased tolling and managed lanes. Mr. Murtha said that they plan to look at any and all ways to improve or maintain reliability, safety, and vehicle through-put and speed. Task Force members raised the point that tolling may have environmental justice impacts – i.e. may not be fair to low-

income populations. Ms. Shinnars stated that the study should factor in the costs of operating transit on expressways, and who should / how best to pay for these costs. At present, as currently being planned, Pace is wholly on the hook for the costs of operating buses on the Edens Expressway. The study, she said, should estimate the “cost” of the road with, or including, the costs of transit service – i.e. all costs (including operations) should be integrated. Mr. Murtha said that one way to do this would be to ensure that revenues go to transit. Mr. Staniel stated that he believes the study should look at effective ways to integrate highways back into communities; right now, they are often anonymous, isolated corridors, cut-off from everything by sound barrier walls. Mr. Karry stated that there are federal requirements to work with communities.

Mr. Burke stated that we need goals to reduce automobile mode share and that we should be thinking of moving more people not vehicles.

In response to Mr. Kenyon’s question about increasing tolled roads, Mr. Murtha replied that that would require legislative action.

Ms. Ortega said that goals to “manage environmental impacts” is vague and not very strong, and that more proactive language, such as “reduce”, “minimize” would be better, along with mention of specific types of impacts like invasive species, aesthetics, barriers to non-motorized travel, etc. should be mentioned.

4.0 Local and Regional Planning

4.1 CMAP ON TO 2050 – Non-Motorized Transportation Snapshot Report

John O’Neal, team member for the development of the Non-Motorized Transportation Snapshot Report, gave the Task Force an update on this effort. The snapshot report is being developed as one in a series on regional trends and current conditions, and will help define additional research needs and opportunities for ON TO 2050. The Non-Motorized Snapshot compares conditions and practices in our region for bicycling and walking and highlight changes between (roughly) 2010 and now. The topic of the report responds to regional interests as expressed in public forums and outreach activities related to ON TO 2050.

Mr. O’Neal highlighted work on pedestrian travel and walkability, which has been the focus since the last Task Force meeting. The team has developed a WalkMetric, which uses various criteria to measure the potential safety, comfort, utility, and interest that different parts of the region might offer those who are traveling by foot. These combined criteria will result in a regional walkability map, which visualizes the overall walkability (at the scale of transportation analysis zones) of the region. It is anticipated that this map will be a – or feed into other – regional indicators aimed at tracking progress of ON TO 2050 goals, and may be used in CMAP programming activities.

4.2 Villages of Skokie and Lincolnwood – Recent Projects

Staff from the Villages of Skokie (Carrie Haberstick, Erik Cook) and Lincolnwood (Andrew Letson, Jan Hincapie) presented on recent bicycle and pedestrian projects, plans, initiatives, and programs. They provided an overview of efforts to increase and improve conditions for bicycling and walking, including Village goals, plans, and actions for improving conditions for

bicycling and walking, as well as experiences and lessons learned in both planning and implementation.

Lincolnwood began with an overview of two recently completed trail projects – the Valley Line Trail and the UP Recreation Path – and the plan to add an overpass over Touhy Ave. along the Valley Line Trail (completion estimated for summer 2018). Both of these projects were funded through CMAQ. They both are a little over 1 mile in length and had construction costs approximately \$1M and Village staff discussed the nature and design of the trails and the issues that came up as part of planning and/or construction of the trails. The UP Recreation Path included a purchase of the land from the UP railroad at price (\$4,600,000) that far exceeded the initial appraisal (\$1,855,000) but was slightly less than the “Across the Fence” valuation (\$5,975,791). The Touhy Ave. overpass, which has estimated construction cost is: \$4,080,000, involved working closely with neighboring associations.

Skokie then gave an overview of the Skokie Valley Trail project (various phases), which extends Lincolnwood’s Valley Line Trail (and Chicago’s Sauganash Trail), Main St. bike lanes, the Village Complete Streets policy, and bicycle parking at Yellow Line stations. The Skokie Valley Trail is currently 1.9 miles in length, and will be 2.5 miles when completed. The construction cost was \$1.9M (from Jarvis to Dempster). Skokie staff pointed out that the trail will connect to the Lake County trail system. Ms. Haberstick and Mr. Cook then described the Main St. bike lanes and the Village’s Complete Streets policy, as well as a public outreach (pop-up) tactical urbanism event to educate and encourage the Village and residents to see streets as designed for all users. Finally, bike parking at Yellow Line stations was described. Skokie staff then provided the following “lessons learned:”

- Build “nowhere” to get started, makes connections easier in the future
- Prepare a Phase I study to increase chances of future construction funding
- Conduct a public process, both formal and informal
- Bring people together, meet on-site
- Partner with other entities
- Allow extra time for negotiations
- Address on-street parking needs
- The sooner, the better

5.0 Project Updates

Ms. Sielski mentioned that the ICC process was underway, as regards the UP railroad (at Lake-Cook Rd or along the Des Plaines River Trail, north of Golf Rd. in Kloempken Prairie?). She also stated that the ribbon cutting for Segment 2 of the North Branch Trail extension was planned for August 12.

Mr. Stanciel informed the Task Force that the RTA had developed sub-regional maps, which were available as handouts.

Mr. Kenyon stated that the LTA-sponsored Elgin-O’Hare Area Bicycle and Pedestrian Plan was nearing completion. More information could be found on the [project website](#).

Ms. Knapp informed the Task Force that the first Phase of Evanston's Sheridan Road protected bikeway project had recently opened, and that northern segments would be getting underway this summer/fall.

6.0 Public Comment, Announcements, and Other Business

No comments.

7.0 2017 Meeting Dates (remaining)

The Chair reminded Task Force members and the public of the remaining 2017 meeting dates:

- Wednesday, September 13, 2017 at 1:00 p.m
- Wednesday, December 13, 2017 at 1:00 p.m

7.0 Adjournment: 3:00 PM